

From boatanchors@theporch.com Sun Apr 2 10:41:58 1995  
Date: Sun, 2 Apr 1995 07:44:51 -0500  
Message-Id: <9504021244.AA21646@unlinfo.unl.edu>  
From: djw@unlinfo.unl.edu (daniel wright)  
Subject: 75S3B value(again)

Greetings to all!

I have a friend who is selling his Collins 75S3B. He wants to know what a fair price would be and asked me. I dunno..I'm not a Collins collector and so I thought I would seek the group's guidance. I posted this request some time back, but didn't have this much info then. My friend had talked to a Collins collector at a hamfeast and he asked all sorts of arcane (to me) questions that probably mean something to a Collins collector. Anyhoo...here's the poop:

```
>
> Collins 75S3B
> Winged emblem
> Serial number: 16163
> SSB filter
> 500 Hz CW filter
> No T9 coil
> Probably built in 1966
> Excellent cosmetic condition
> Top cover/lid not warped or sprung
> Original Collins manual dated 1975
> Recently re-aligned/checked
>
> Please see if you can develop a reasonable price based on above info
> which is as accurate as I can get. The thing looks new except for a few
> small chips of paint missing from around the finger hole used to lift the
> cover and a small chip near a screw on the top of the cabinet.
```

I believe there is also a crystal installed for the 30 meter band.  
Please address any replies to me; djw@unlinfo.unl.edu  
I will pass along the info....Thanks very much..!

73 de Dan -- WA0JRD ..

From boatanchors@theporch.com Sun Apr 2 05:07:03 1995  
Date: Sat, 1 Apr 1995 17:45:10 -0600  
Message-Id: <Pine.BSI.3.91.950401184015.17193B@laurel.us.net>  
From: Tony Stalls <ras@us.net>  
Subject: <didn't bother with a subject>

Subject: GOODBYE, MY FRIEND

On Fri, 31 Mar 1995, David Stinson AB5S/7 said:

> I said goodbye to an old friend today.  
> Radio NMN sent the last Morse message  
> from a U.S. Coast Guard station this afternoon.  
> I listened on my Navy TCS receiver. Somehow,  
> copying that last tribute to generations of  
> brass pounders on a rice box seemed wrong.

As I mentioned in an earlier post, I was down in Chesapeake for the farewell ceremony. It was quite emotional as the audience was made up of a lot of retired USCG CW operators, many of whom are hams. They have an organization, Zeta Upsilon Tau (ZUT) of (now) former USCG CW operators who's motto is (and I love this!) "CW FOREVER!"

> The message on 8470 Kc's was hand-sent and,  
> with a few stammers which are understandable at  
> such an emotional moment, copy was excellent.

I was sitting on the front row about ten feet from the 8470 Kc operator and although I hate to throw reality into the sad passing of HFCW, the shakiness was due mostly to a combination of having a couple of hundred people watching over their shoulders as they sent and the circa 40-degree temperature. The ceremony was appropriately held outside under one of those pipe and canvas tent shelters like they use at funerals.

As for a little more trivia, the CW operators on 8470 Kc. was using (sorry) an MFJ-407C keyer and a Vibroplex "Vibrokeyer DeLuxe". I couldn't see what the others were using, but when the Chief took up the keys as the ending of the ceremony, it looked like all three were Vibroplex keyers.

We'll get one more shot at hearing NMN on CW. One of the operators was sitting at our table at the reception after the ceremony and he said that they're going to operate NMN on CW for Armed Forces Day. CW is all over officially, but I think it's nice that the final-final farewell will be to the amateur radio community.

I've never operated Armed Forces Day before. I will this year.

73,

Tony  
K4KY0

From boatanchors@theporch.com Sun Apr 2 15:32:49 1995  
Date: Sun, 2 Apr 1995 12:45:32 -0500  
Message-Id: <9504021242.aa28836@jackatak.theporch.com>

From: Fire Bottle archive handler <firebot1@jackatak.theporch.com>  
Subject: A few admin things -- sorry gang...

Sorry for interrupting the tranquility, but a couple of items I need to mention...

1) The Network connection has been a bit "problematic", particularly toward the middle of last week. I think we have it under control now, but...

Several users were reported \*BY THEIR SYSTEMS\* as being "unknown" The listprocessor will unsubscribe an unknown user... otherwise, it would require everyone to unsubscribe before losing Internet access, hardly likely or normal.

These users were erroneously reported as unknown, it turns out, but some have tried to "PING" the list just to see...

\*\*\*

PLEASE DO NOT PING THE LIST!!!

\*\*\*

Report problems to:

listtown@jackatak.theporch.com

I will address them as quickly as I get to them, and will do my best to keep everyone's mail flowing smoothly.

2) If your mailbox shows up as "full" (particularly if you are on a "commercial" service like aol or compuserve) that usually means you have used up your free access and have disappeared. Rather than stuff several tons of email in the pipe and burden the entire list server in trying to handle mail for a week or so, I will unsubscribe "mailbox full" users... for everyone's benefit.

3) Keep an eye out for the newer files that are posted to the list server... you may get an index of what is available by sending an email to:

listproc@theporch.com

with the body:

index boatanchors

4) The bone yard blue book version 11 has just been posted and made available... also, to stoke the imagination of the Coast Guard CW operations are Jeff Herman's fine series about his life at NMO... check it out and see for yourself...

--

73 ES TNX FER BANDWIDTH VA DE W4PPT

- - - BoatAnchor Mailing List Archiver/Owner - - -

| Jack GF Hill |Voice: (615) 459-2636| Ham Call: W4PPT |  
\* P. O. Box 1685 |Modem: (615) 377-5980| Bicycling and SCUBA Diving \*  
| Brentwood, TN 37024|Fax: (615) 459-0038| Life Member - ARRL |  
\* listown@jackatak.theporch.com firebotl@jackatak.theporch.com \*

From boatanchors@theporch.com Sun Apr 2 08:11:48 1995

Date: Sun, 2 Apr 1995 05:13:58 -0500

Message-Id: <9504021013.AA17801@kahuna.math.hawaii.edu>

From: jeffrey@math.hawaii.edu (Jeffrey Herman)

Subject: A heart-felt thanks

Gang,

As I read your posts concerning the last CW msg send by the USCG I can't help but have wet eyes; you've all said very touching things about my fellow CG ops and I thank you. At the time I was 'pounding the brass' for the CG I never thought anyone outside the maritime community even knew we existed. Now I know better.

At the risk of redundancy I wonder if any of you would mind if I resend Part 6 (SOS) of my CG radio series? Somehow it feels fitting to do so at this time. As you read it again, please replace the 'I' and 'me' and 'myself' in the text with the name of every CG CW radioman past and present. It is written for each and everyone of them. We are no more.

Jeff

\*\*\*\*\*

In the following true narrative the ship's name and her callsign have been changed. I would rather that her and her crew continue to sleep peacefully in their Pacific Ocean grave.

Part 6: My First SOS at NMO

As mentioned in an earlier part I always sat the 12 hour 500 kc night watch on my duty nights; I loved listening to the steady flow of calls from ships in far off waters. Even though we sat in the Central Pacific I would sometimes even copy a fluttery East Coast US shore station. Throughout the night I would hear ghostly signals, just above the noise level, that would fade in and out from who knows where. We used a Beverage-type long wire that stretched over one mile in length, and NMO sat in a very electrically quiet region. We were able to copy any ship or shore station anywhere in the Pacific.

One evening, feeling a bit drowsy (0200 local!), I thought I was dreaming when I heard a long dash, a pause, another long dash, a pause, another long dash, a pause, .....

Like an electric shock, adrenalin flooded through me at the speed of light - OH MY GOD - SOMEONE IS SENDING AN AUTO ALARM! My eyes shot to the clock to time the dashes: 4 seconds on, 1 second off, 4 seconds on, 1 second off - those 12 long dashes almost froze me. I yelled into the intercom to the chief 'Auto Alarm on 500' knowing at the same time alarm bells were ringing on board every ship scattered around the Pacific within radio range of the distressed ship. Recall that when a shipboard operator goes off watch, ITU rules dictate he leaves a receiver tuned to 500 kc with a decoder attached - if that decoder hears at least four 4-second dashes each with 1-second separation, relays in the decoder will clamp shut triggering alarm bells in the radio room, in the radio officer's sleeping quarters, and up on the bridge, to warn of a distress message about to be sent on 500 kc. Auto Alarms are \*never\* sent except when a ship is in distress. This was the first one I'd heard since my radioman school days; I can't put into words the terror I felt while sitting out the ITU-required 2 minute wait (recall that the ITU dictates every step the distressed vessel's radio officer takes: Auto Alarm, then the 2-minute wait [if possible] for off-duty ops on other ships, woken by their Auto Alarm receivers, to race to their radio shacks to copy the distress). 500 kc was now in an extended silent period (see part 2 or 3 [or 4?]). Someone started tuning up and was immediately pounced on by myself: QRT SOS was all I needed to send - dead silence. One of the Australian shore stations was sending a CQ at the same time the AA went out - he must have heard the AA through his CQ for he stopped in mid broadcast. Nothing but an occasional static crash - dead silence. Throughout my brief 500kc career there had never been a silence like this I thought. Then it came:

SOS SOS SOS CQ DE DJNK DJNK DJNK SOS BT MV PANAMA TRADER HULL CRACKED IN HEAVY SEAS MAJOR FLOODING 42-27N 42-27N 178-51W 178-51W NOW ABANDONING SHIP SOS BT MASTER AR K

Then came the 10 second-long dash (ITU: for direction finding).

I was first - in A2 I sent:

SOS DJNK DJND DJNK DE NMO NMO NMO RRR SOS

and after me 500 kc was flooded with ships and shore stations sending the ITU response, RRR SOS:

SOS DJNK DJNK DJNK DE NMC NMC NMC RRR SOS (San Francisco)

SOS DJNK DJNK DJNK DE NOJ NOJ NOJ RRR SOS (Alaska)

SOS DJNK DJNK DJNK DE NMQ NMQ NMQ RRR SOS (Long Beach, CA)

SOS DJNK DJNK DJNK DE KPH KPH KPH RRR SOS (San Fran.)

<ITU dictates a strict format to follow in distresses - from now on every transmission must be preceded with the SOS prosign>

along with KFS in California, NRV in Guam, a couple Japan shore stations; the radio operator aboard DJNK must have breathed a sigh of relief and taken some comfort knowing his message was heard by so many.

Once the RRR SOS replies ceased NMO took control; I asked the standard questions for situations such as this:

SOS DJNK DE NMO BT NEED FOLLOWING INFO  
NR OF POB (number of persons on board)  
CSE (course)  
HULL ES SS COLOR (hull and superstructure colors)  
NR OF BOATS (number of lifeboats)  
BOAT RADIO FREQS, EPIRB  
WX, WIND SPD ES DIR, SWELL HT ES DIR, CURRENT (weather and sea data)  
BT SOS K

and DJNK patiently answered each.

After getting these important answers I had the uncomfortable task of asking:

SOS DJNK DE NMO BT OM PSE CL UR KEY WHEN U LV OK? K

SOS NMO DE DJNK WILL DO OM

Every shipboard telegraph key has a switch which, when closed, will cause the ship's radio to continuously transmit. This enables rescue aircraft to home in on the distressed vessel using their direction finding equipment. I had asked the op to close his key switch before he leaves the ship.

At the same time our AMVER computer was generating a printout of the locations of ships transiting the North Pacific: No ships were in DJNK's area! At least no AMVER reporting ships; it's possible there was a ship close to DJNK that wasn't sending us his AMVER position reports. A very slim possibility but a chance we couldn't ignore. I was ordered by our Rescue Center to send the DDD SOS, i.e. to relay DJNK's distress message from our 10 kW transmitter. In A2 I sent:

AUTO ALARM (12 four second dashes with a one second pauses)

then with my hand shaking, clenching the key:

DDD SOS SOS SOS DDD CQ DE NMO NMO NMO SOS BT <DJNK's message>  
BT ANY SHIPS IN AREA DIVERT AND ASSIST SIGNED US COAST GUARD  
AR DDD SOS K

Dead silence reigned for minutes that seemed like hours. An awful, awful feeling of helplessness overcame me as I sat in that chair with the entire NMO crew standing in silence - all of us knowing at that very moment men were perishing in an icy ocean...

Already we had aircraft in the air heading to DJNK's position so I notified him:

SOS DJNK DJNK DE NMO NMO BT USCG AIRCRAFT LAUNCHED TO UR POSN  
ETA 3 HRS BT HOWS UR COND? K

SOS NMO DE DJNK HV TO LEAVE SHIP NOW TU OM FER <high pitched whine>

His transmitter had emitted a - a scream - it actually screamed! I turned to the Chief asking ``Is that...?'' ``Yes, the ocean water just flooded his radio room shorting out his transmitter and batteries.''

I couldn't accept this - the man at that key couldn't have just perished! I sent:

SOS DJNK DE NMO  
<silence>  
SOS DJNK DJNK  
<silence>

At this point the Chief put his hand on my shoulder and only said ``He can't answer you - he's gone.''

Throughout the night at regular intervals I continued to send the Auto Alarm and the DDD SOS hoping for a response from any ship close to DJNK's position. None came. At daybreak our aircraft reported seeing only debris: bales of hay, which was the cargo of DJNK; no lifeboats, no bodies, only debris.

Even to this day I sometimes hear, in my sleep, the scream DJNK's transmitter emitted that terrifying and horrible night. I pray the crew of that ship rest in peace.

End of Part 6.

Jeffrey Herman, NH6IL  
jeffrey@math.hawaii.edu

jherman@uhunix.uhcc.hawaii.edu

From boatanchors@theporch.com Sun Apr 2 12:21:34 1995  
Date: Sun, 2 Apr 1995 09:31:25 -0500  
Message-Id: <950402142754\_72227.1640\_EHM55-2@CompuServe.COM>  
From: Dave Stinson AB5S/7 <72227.1640@compuserve.com>  
Subject: ATTENTION GREEN KEYERS

Who was it I sent the  
BE-77 line unit? I forgot

In a stroke of purest luck,  
I found the World War II  
dated tech manual for the  
thing at the Vegas swap meet!

I forget who I sent it to, though.  
Please send me your addr.

Forgetfully,  
Dave AB5S/7

From boatanchors@theporch.com Sun Apr 2 14:22:44 1995  
Date: Sun, 2 Apr 1995 11:49:08 -0500  
Message-Id: <199504010327.TAA02234@desiree.teleport.com>  
From: ross@hypertools.com (David Ross)  
Subject: B-17 & B-24 antennas

Does anyone out there know just what type of trailing wire antennas were used on the larger WWII aircraft? Did the radio operator change the antenna length every time he changed transmitters or transmitter freqs? Anyone got one of the old reel/motor units?

thanks & 73  
Dave Ross KA6EPI

From boatanchors@theporch.com Sun Apr 2 20:07:59 1995  
Date: Sun, 2 Apr 1995 17:34:33 -0500  
Message-Id: <950402183343\_69363716@aol.com>  
From: KD0HG@aol.com  
Subject: Big Power Supply For Sale

Got a spare couple year old Motorola made 12 and 24 volt regulated power supply- weighs about 70 lbs- uses a ferroresonant power transformer and brute force filtering. Rated at about 700 watts CCS, rating is based on the total

sum of power drawn from either output or both at same time. The one I'm using has no problem running the biggest d'motor powered mil stuff in the shack. Having no solid state devices xcept for rectifiers reduces spike paranoia. Itsa well regulated w/ripple specs in tens of millivolt range. About 8"x10"x18"- fits in a rack using L brackets (not provided). \$90 plus UPS. E-Mail KDOHG@AOL.COM, or (303)823-6438 after 7PM MDT. <BK>

From boatanchors@theporch.com Sun Apr 2 15:39:43 1995  
Date: Sun, 2 Apr 1995 13:05:29 -0500  
Message-Id: <9504021254.aa28986@jackatak.theporch.com>  
From: Fire Bottle archive handler <firebotl@jackatak.theporch.com>  
Subject: Boatanchor Sitings at Little Rock, AR

Hello Gang-

I went to the Little Rock HamFest for a variety of reasons, and Boatanchor hunting was actually lower on the list than I might have liked. I would like to pass on a few sitings and brief report:

- 1) SP-600 JX21 \*SUPER CLEAN\* (refurbished) inside and out had the product detector installed... \$350.00
- 2) URR-388 Collins in beautiful shape... \$350.00
- 3) SX-101A Hallicrafters, pretty nice shape... \$75.00

The concession stand was named "The Boatanchor Inn" (I thought about asking for a roylaty payment.. ;^) but fat grams (or pounds) were the only heavy items offered there.

There was a section of "Antique Radios" on display, including at 75A4 receiver. I was pretty disappointed... they didn't even clean the grundge off the inner chassis... the outer shell was nice, but inside it was real dirty and nasty... hardly a "collector" rig! Especially not in comparison to the SP-600!!

And, near the end of the display was a 1/2KW Rotary Spark Transmitter from the last year Spark was legal. Evidently the "collector" felt that the grundge and dirt were of historical significance. I thought it was real sloppy (non) restoration... I mean wood can be polished and stained, and the inside of radios cleaned up far better than leaving a detectable LAYER of "yuk"...

Am I being too harsh?

--

73

Jack, W4PPT/Mobile (75M SSB 2-letter WAS #1657/#1789 -- both all mobile! ;^)  
- - - BoatAnchor Mailing List Archiver/Owner - - -

firebot1@jackatak.theporch.com - "Plus ca change, plus c'est la meme chose"

From boatanchors@theporch.com Mon Apr 3 01:24:48 1995  
Date: Sun, 2 Apr 1995 22:51:35 -0500  
Message-Id: <796881003.9002937@AppleLink.Apple.COM>  
From: FRANCIS4@applelink.apple.com (Francis, Dexter)  
Subject: Re: Cleaning radios

I have recently used GoJo waterless handcleaner on the chassis of a SX-110 with very good results. Previous owners must have been nico-heads as there was lots of brownish goo. Now there is none. Use a soft toothbrush and dry terry towl squares for the wipe up. Get the non abrasive variety at Checker auto parts.

-df (NOYLJ)

From boatanchors@theporch.com Sun Apr 2 19:25:44 1995  
Date: Sun, 2 Apr 1995 16:54:34 -0500  
Message-Id: <199504022152.AA24712@northshore.ecosoft.com>  
From: thecure@shore.net  
Subject: Re: CNN Strikes again ..

<---- Begin Included Message ---->  
>Blonde bubblehead [...]

>Ever notice that all but one of their anchor women are the same general  
>size, complexion and hair (blonde or light brown)? Is this to simplify  
>lighting?

>Hugh :-)  
<---- End Included Message ---->

Probably to help them recognize each other. <s>

From boatanchors@theporch.com Mon Apr 3 00:39:02 1995  
Date: Sun, 2 Apr 1995 22:08:18 -0500  
Message-Id: <796878396.6942422@AppleLink.Apple.COM>  
From: FRANCIS4@applelink.apple.com (Francis, Dexter)  
Subject: Ear pads for R-14 phones?

I have a near perfect pair of Signal Corps headphones (R-14 Receivers, made by Kellogg S&S Co.) Last week I was in the Atomic Museum in Ablq. N.M. and saw what looked like an identical pair, except that they had black pads over the transducers. Somehowe I'd figured that there should have been something soft between the black phenolic/bakelite, but wasnt' sure.

I'd love to get a pair for my set, but have no idea where to go.

Any suggestions?

-df

From boatanchors@theporch.com Sun Apr 2 04:59:33 1995  
Date: Sun, 2 Apr 1995 01:12:19 -0600  
Message-Id: <0098E4096CC04C00.2040CCFF@mwk.com>  
From: "Lee K. Gleason" <gleason@mwk.com>  
Subject: end of an era...

This passing of the CW service was mentioned on National Public Radio on Friday afternoon (I enjoy NPR's human interest stories, let's leave it at that).

They mentioned it was coming to an end, and why, then interviewed someone who said that Morse would always be valuable as the "mode of last resort", that it was useful for communicating in all sorts of marginal situations, even if only a flashlight in the dark or a wrench hammering on a pipe is all that is available to you.

It was good to hear a mention of the most venerable modulation technique on such a mass market sort of production...when was the last time you saw or heard about Morse code outside of amateur related material?

Lee K. Gleason N5ZMR  
Control-G Consultants  
gleason@mwk.com

From boatanchors@theporch.com Sun Apr 2 07:36:42 1995  
Date: Sun, 2 Apr 1995 04:50:23 -0500  
Message-Id: <Pine.3.89.9504020433.A7465-0100000@indy2>  
From: "Roberta J. Barmore" <rbarmore@indynet.indy.net>  
Subject: end of an era....

As fate would have it, the NMN CW farewell came about the middle of my "night;" with a 12-hour turnaround between shifts, I didn't have time available to go down to the shack and heat up the HRO or the old Lafayette GC receiver.

I did set my alarm, and when it woke me, I switched on on the solid-state homebrew SWL receiver beside the bed, set the front-panel trimmer on WWV (at which makes the dial markings are reasonably accurate), cut in the (crude) BFO, and went hunting. Between the static and poor image performance of the set, I copied a few words...not much of a way to say goodbye, but at least I was there.

It made for wistful dreams afterwards. Tuned around before falling asleep again, and there's just not very much of CW's stacatto music left to hear on a tabletop SWL set.

73, NMN, and Godspeed.

--Bobbi

(If the distribution list for the tape-recording is still open, I'd like to add to it, please!)

From boatanchors@theporch.com Sun Apr 2 14:42:00 1995  
Date: Sun, 2 Apr 1995 12:05:14 -0500  
Message-Id: < Pine.SUN.3.91.950402095609.3193A-100000@crl4.crl.com >  
From: Steven Wilson < randyw@crl.com >  
Subject: equipment values

I need to clean my shelves off and have a few choice pieces, but before I cart them off to the local hamfests would like to have some idea what they might be worth. Any inputs appreciated. I have the manuals for all but NC-98 and they are in good electrical and physical condition.

- 1) National NC-98 with matching speaker (less manual)
- 2) Hallicrafters S-20R with matching S-Meter
- 3) EF Johnson Viking Adventure
- 4) Cubic Astro 103BX, WARC bands, solid state, dual VFO's, narrow CW filter, matching Power Supply, digital display, late model serial number has the factory modification on the PPL ckt.
- 5) MFJ 949C antenna tuner

I am looking for a real nice Drake T4XC.

de stan AK0B  
e-mail via randyw@crl.com

From boatanchors@theporch.com Sun Apr 2 19:20:19 1995  
Date: Sun, 2 Apr 1995 16:49:34 -0500  
Message-Id: <199504020620.AAA09691@zoom.bga.com>  
From: Henry van Cleef <vancleef@bga.com>  
Subject: Hallicrafters S-36A S-meter needed

Looks as though I've got an S-meter with an open coil. Cosmetically, the thing is perfect, and I am getting current onto the hair springs and the coil terminations, but nothing between.

Arggh! This is one of those zeros-on-the-right jobs. It is a 3-1/2 inch round meter, not the same as used on SX-28A. I have to check the circuit, but from the wire, it looks like a 1 ma. Indeed, I am surprised that something wound with this size wire, and showing no damage, is kaputt. What I need is a good movement. Case, dial, etc. are all good.

I heard a rumor that someone out there is rebuilding old meters. Anybody know anything about this?

Ideas? Suggestions?

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\*\*\*\*\*  
Hank van Cleef vancleef@bga.com vancleef@tmn.com  
\*\*\*\*\*

From boatanchors@theporch.com Sun Apr 2 17:11:59 1995  
Date: Sun, 2 Apr 1995 14:32:06 -0500  
Message-Id: <9504021932.AA70213@acs6.acs.ucalgary.ca>  
From: "Deane D McIntyre" <dmcintyr@acs.ucalgary.ca>  
Subject: Heath PS-3 info needed

At the CARA (Calgary Amateur Radio Association) auction yesterday, I brought a Heath PS-3 regulated power supply (for \$8). This unit was in generally good condition, and all of the electrolytics had been replaced with fairly new units. The only problem was that the shunt resistor for the milliammeter had gone high, and needed to be replaced in order for the meter to read correctly. From the date codes on the tubes this unit was assembled around 1956-57.

What is the maximum current and voltage that this supply is rated for? The meter reads to 500 volts and 200 ma, so I suppose that it is less than those values. In the Heath ad in the 1953 ARRL Handbook they list a PS-2 good for 400 volts max (no current limit stated). According to the RCA tube manual, the 5V4 rectifier that is used in the PS-3 is good for 175 ma max, but of course the voltage regulating circuit may dictate a lower limit.

Any info about this PS would be appreciated. Does anyone have a manual for it, or a schematic? I seem to recall a thread about the PS-3 (or was it the PS-4) in this list last year.

Sadly, there were no real BA rigs in the auction, the closest being a Y\*\*su Ft-DX 400 that went for \$125 with spare NIB tubes.

Speaking of tubes, I brought two lots which contained several hundred old tubes. One lot had about 60 of the "double" digit tubes (including four 45's), as well as about 150 octals including a couple of 6L6's and many other goodies (but, alas, no '01A's). The other lot was mostly miniature and newer octal types which I have just started to sort through. One of the first tubes I came across was the scarce 1L6 which tests good (this is the much sought after converter tube used in the Zenith T/0).

All in all, a fun auction.

73, Deane D McIntyre VE6BPO  
dmcintyr@acs.ucalgary.ca

From boatanchors@theporch.com Sun Apr 2 19:27:52 1995  
Date: Sun, 2 Apr 1995 16:53:51 -0500  
Message-Id: <Chameleon.4.01.2.950402164340.jproc@>  
From: jproc@worldlinx.com  
Subject: Heathkit SB-104A Transceiver

Dear BA's,

Today, I studied the warmup/drift problem on my Heathkit SB-104A. After a 1 hour warmup period, I observed 1200 hz upward drift. Does anyone know of any fixes for this rig which may reduce drift? (It's really hard to admit this...but..here it goes.... there are no firebottles in this rig).

Regards,

-----  
Jerry Proc VE3FAB  
E-mail: jproc@worldlinx.com

Radio Restoration Volunteer  
HMCS Haida Toronto, Ontario

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From boatanchors@theporch.com Sun Apr 2 04:19:08 1995  
Date: Sun, 2 Apr 1995 00:39:26 -0600  
Message-Id: <Pine.3.89.9504020612.A6912-0100000@inet.uni-c.dk>  
From: MEC <danmec@inet.uni-c.dk>  
Subject: I am back again.

I would like to appologize to those who have tried to contact me the past weeks without success. As it were, I came down with heartattack while on a business trip in USA and spent 2 weeks involuntarily in Chicago !

But - like Michael Jordan , I am back - in Copenhagen now and welcome any inquiries regarding Warzaw-pact military sets or WW2 sets.

Somebody expressed an interest in the German HRO copy. please reapply.  
73 Rag 0Z8R0 also LA5HE

From boatanchors@theporch.com Sun Apr 2 05:50:06 1995  
Date: Sun, 2 Apr 1995 01:58:18 -0600  
Message-Id: <199504020758.DAA14226@geech.gnu.ai.mit.edu>  
From: <TLAMONT%EGAUCACS.BITNET@mitvma.mit.edu>  
Subject: info

JOIN BOATANCHORS

From boatanchors@theporch.com Sun Apr 2 11:41:16 1995  
Date: Sun, 2 Apr 1995 08:35:33 -0500  
Message-Id: <199504021223.IAA00436@latte.eng.umd.edu>  
From: Philip Gwynne McCoy <dgnova@glue.umd.edu>  
Subject: LM questions

Fred Powed asked the following questions:

>From: Nina West <ninaw@u.washington.edu>  
>Subject: US Navy LM-18 Crystal Calibrated Frequency Indicating Eqmnt

>My questions to the boatanchors experts are as follows:  
>1. This is essentially a signal generator with many harmonics. Are  
> there any problems in using it to align and calibrate the rf and if  
> of my boatanchors?

No, that is what it was designed to do in the first place. It is not a signal generator, but is a frequency meter.

>2. How was this unit used in US Navy service? Was it in every radio  
> shack or was it less common?

The Navy used it the same way as the Army used the BC-221, for setting transmitters and receivers to the correct frequency. These units could be plugged into the Navy pre-war command set, which consisted of, the

RU receiver and the GF transmitter, or was provided with a 110 volts power supply. The RU-GF set had a inter-connection box which had a special plug for the LM.

>3. I've seen references to the LM-12, -13, -15, -19, etc., and I saw a  
> similar unit called a SCR-? at our Puget Sound Antique Radio  
> Assoc Swapmeet for \$55. How are these different?

All of these sets serve the same functional purpose. Slight improvements were made in later models.

>4. I've gotten at least 10 bucks of boatanchor fun out of this unit.  
> Are they common as dirt and not that useful or am I just easily amused?

Interesting question since both the LM and BC-221 serve the same purpose.

>Let me know what you think. Also, does anybody have a manual for it?  
>Thanks in advance,

I have a manual and can copy a few pages for you. I can pick out certain critical pages, wiring diagram etc. It costs me 10 cents a sheet. If you want, contact me via e-mail and we can go from there.

Philip McCoy dgnova@eng.umd.edu

From boatanchors@theporch.com Sun Apr 2 16:02:17 1995  
Date: Sun, 2 Apr 1995 13:23:14 -0500  
Message-Id: <9504021805.AA01455@uvs1.orl.mmc.com>  
From: padgett@tccslr.dnet.mmc.com (A. Padgett Peterson, P.E. Information Security)  
Subject: Military TransOceanics

Still looking for cosmetically nice examples of R-520/URR, R-520A/URR, and any other T/O related items/parts/literature.

Dug into the 8G yesterday & had difficulty removing the chassis because of the piles of melted wax on the platform from the condensers 8\*(. Got far

enough in that it will detect a station but sound is gargled. May have something to do with the 77v B+ (90v spec). Probably need to replace all 22 of the wax paper thingies. Fortunately, the 8G (1946-48) was the last T/O to use wax.

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From boatanchors@theporch.com Sun Apr 2 23:31:11 1995  
Date: Sun, 2 Apr 1995 20:55:42 -0500  
Message-Id: <199504030145.SAA07811@netcom15.netcom.com>  
From: dgf@netcom.com (David Feldman)  
Subject: Need copy of manual+schematic for TR4

I'm resurrecting a now-dead TR4. If someone would be able to make me a copy of the manual+schematic for costs or perhaps has one they could part with, I'd be very grateful!

73 Dave WB0GAZ dgf@netcom.com

From boatanchors@theporch.com Sun Apr 2 18:04:04 1995  
Date: Sun, 2 Apr 1995 15:30:49 -0500  
Message-Id: <199504022029.PAA24114@uro.theporch.com>  
From: bgraham@tecnet1.jcte.jcs.mil  
Subject: Need manual for Heath HX20

I just picked up a Heath HX20 at a fest. Of course, I'm now in need of a copy of the manual. The usual conditions, I'll pay for copying and postage. To reduce the cost and time, I don't need the Kit building step by step instructions part. The theory/description, specs, parts list, schematic, alignment, use and troubleshooting, and perhaps a layout or two will do (and probably will be enough work!).

Thanks,

Bill

N5LMX/DA1WG

From boatanchors@theporch.com Sun Apr 2 04:25:24 1995  
Date: Sat, 1 Apr 1995 16:08:55 -0600  
Message-Id: <9504011408.AA10636@thrall.pgtp.varian.com>  
From: "Paul Thekan" <pt@pgtp.varian.com>  
Subject: Russian Mil. Radios

A friend in Holland sent me a book he had picked up in Germany dealing with East German and Russian MIL. Radio sets built between 1956 - 1990. The text is in German. It's about 430 pages in paperback. There are photos for most all the sets as well as schematics and block diagrams. The technical info can be understood if you can't read German, like me. Here's the address of the publisher if any one wants to try and see if they can order a copy :

Title : Nachrichtentechnik der Nationalen Volksarmee  
Teil Funkmittel und Antennen 1956 - 1990

Author: Gunter Fietsch DL9WSM

Publisher : Verlag fur Technik und Handwerk GmbH  
Postfach 1128  
7570 Baden - Baden

I hope I got the publisher correct. If someone needs info on a particular piece of equipment, I'll be glad to send them a copy of the write up on that set.

Good Hunting and 73s Paul N6FEG

Paul Thekan N6FEG  
PT@pgtp.varian.com

From boatanchors@theporch.com Sun Apr 2 04:55:08 1995  
Date: Sun, 2 Apr 1995 01:11:17 -0600  
Message-Id: <199504020544.VAA00274@netcom14.netcom.com>  
From: dgf@netcom.com (David Feldman)  
Subject: TEST MESSAGE

Sorry for wasted bandwidth, but my boat list feed is still nonfunctional and I want to see if I can at least hear myself. 73 Dave WB0GAZ dgf@netcom.com

From boatanchors@theporch.com Sun Apr 2 04:59:28 1995  
Date: Sun, 2 Apr 1995 01:09:47 -0600  
Message-Id: <F41J2637.F41J2652@mail.admin.wisc.edu>  
From: TOM.A.ADAMS@mail.admin.wisc.edu  
Subject: The wake for USCG CW

to: boatanchors@theporch.com

As a teenager back in Chicago, I was privileged to attend a traditional ceremony that's just about extinct now, a good old fashioned Irish wake.

The Guest of Honor / deceased was laid out in the best room of his own home, and friends came to pay thier respects, have a meal, and tip a toast or two (or three or four...). With all of that toasting, things natuarally got loose, loud, and usually congenial among the guests in short order. In that atmosphere, the main function of the wake came easily to the fore; it made the mourners feel better, and let them remember the good times of the past.

As far as I can see, BOATANCHORS is as fitting a home for CW as there is, and the traffic of the last 24 hours or so tells me that there are legions of mourners out there in cyberspace. Right about now, we NEED a good wake, so that we can remember USCG CW as it was, back in the good times.

I couldn't attend the Last Hurrah for NMN; I had to be on duty at work, and even tho The Boss is a good guy, he would have looked askance if I'd tried to haul in an SP-600 to catch the final broadcast (BTW, please put me on the list for a copy of the tape). Instead, while the final broadcast went out I took a minute at work to remember the good times with an old friend.

When I went for the General Class license, W1AW was a help with code practice, but the bulk of the training for the ticket (and later for the 2nd Class Radiotelegraph license) came from the weather forcasts and press transmissions from that big signal out of Driver, Virginia. Any time I needed a code instructor, NMN, NAA, or NSS was there, day or night.

I never heard an SOS, at least not directly; I did, however, copy several SOS relays from NMN. I'll never forget the chill that runs up your spine at the instant you hear the long dashes for the autoalarm receivers, followed by the staccato DITDITDIT DAHDAHDAH DITDITDIT. As I said, the times I heard it the SOS was always a relay, but, as it was meant to, it froze your attention and the rest of the world ceased to exist. You practically crawled into your cans or the speaker, like Alice's looking glass, and you peered into the world your radio allowed you to view, frantically searching for the source of the cry for help. Even from thousands of miles away, you instantly became one with the CG brass pounder, and with a frightened operator somewhere far out at sea in the black of the night.

Once, back in (I believe) 1984 I had an experience that clearly put the writing on the wall for me. It wasn't NMN, but it fortold the future for all of the USCG stations.

I was heavily into VLF monitoring, and was accustomed to hearing the drone of the encrypted FSK teleprinter signals that inhabit the world below 50 KHz. I was stopped cold at 22.4 KHz, the frequency of NSS; I was hearing CW, running about 18 or 20 WPM! In 1984, that was a DECIDEDLY unusual occurance.

I grabbed a pencil and scratch pad, and copied about 40 minutes of 5 letter / digit coded groups. At the top of the hour came DE NSS, and the mode abruptly switched back to the normal FSK.

First reaction; somebody screwed up at NSS, and patched a CW transmission to a transmitter that SHOULD have been carrying FSK traffic. Operating on that assumption, I packaged up my copy, with a note to "Chief Operator, NSS", requesting a QSL card, and shipped it off.

I was pleased to receive a QSL, along with a note explaining that what I'd copied wasn't a mistake.

Even tho operators on ships of the fleet didn't get code training any more, there was STILL a bunch of Old Timers who could copy it. Once a week, NSS (and the rest of the USN / USCG / USMC stations) sent practice copy for those guys. They were required to submit thier copy to the chief communications officer of thier unit in order to keep some sort of operator's certification.

The Chief Radioman (a ham, BTW) who was kind enough to write me and send the QSL told me that his younger guys thought the code practice runs were a waste of time that no one paid attention to. He said he intended to post my note, and copy, on the coffee lounge bulletin board, just to let them know that there ARE still folks out there who copy CW, and who care about it.

Well, an era is over. After work last night, I stopped at my favorite watering hole, and hoisted a cold 807 to the generations of Coastie radiomen who've kept the watch (and the faith) since the Board of Inquiry on the sinking of the "Titanic" recommended making a radio watch mandatory.

Automation and hi tech will continue to keep the faith, but it just won't be the same somehow.

73's, NMN, ES TKS SK CL

Tom, K9TA

From boatanchors@theporch.com Sun Apr 2 04:19:12 1995  
Date: Sun, 2 Apr 1995 00:42:04 -0600  
Message-Id: <Pine.A32.3.91c.950401212020.66531A-100000@homer08.u.washington.edu>  
From: Nina West <ninaw@u.washington.edu>  
Subject: US Navy LM-18 Crystal Calibrated Frequency Indicating Eqmnt

Last month I went to the Mike and Key Fleamarket in Puyallup, Washington and picked up a piece of test equipment called a LM-18 for ten bucks. It is in perfect shape with a shock mounted 110VAC power supply below and the shock mounted main unit above. As I walked out a couple of people remarked that they would have given me theirs.

Inside are three tubes, 77, 6A7, and 76, plus two neon bulbs. There are condensed operating instructions in the calibration book that show how to use it to set transmitters and receivers to specific frequencies from 125 kc to 20mc. The previous owner had made some notes on how to use it on CB Ch 11 and out to VHF on harmonics! It works

very well according to my R-388 radio and sony ICF-SW7600 digital frequency meter.

My questions to the boatanchors experts are as follows:

1. This is essentially a signal generator with many harmonics. Are there any problems in using it to align and calibrate the rf and if of my boatanchors?
2. How was this unit used in US Navy service? Was it in every radio shack or was it less common?
3. I've seen references to the LM-12, -13, -15, -19, etc., and I saw a similar unit called a SCR-? at our Puget Sound Antique Radio Assoc Swapmeet for \$55. How are these different?
4. I've gotten at least 10 bucks of boatanchor fun out of this unit. Are they common as dirt and not that useful or am I just easily amused?

Let me know what you think. Also, does anybody have a manual for it? Thanks in advance,

Fred Powell  
c/o  
ninaw@u.washington.edu

From boatanchors@theporch.com Sun Apr 2 13:52:46 1995  
Date: Sun, 2 Apr 1995 11:04:09 -0500  
Message-Id: <199504021602.LAA07787@uro.theporch.com>  
From: Jack Taylor <n7oo@huachuca-emh8.army.mil>  
Subject: Re: US Navy LM-18 Crystal Calibrated Frequency Indicating Eqmnt

I'm no expert but this is the Navy version of the BC-221. Yes, they were quite common, a necessity to get every non-crystal controlled military rig tuned to the correct operating frequency. They really are a well-built piece of gear, and each I believe were hand calibrated. That's why the unit is near worthless without the original calibration chart.

The cases for the army/airforce versions were either olive drab, or aluminum colored. I prefered the black of the navy LM versions, myself.

In today's world, this type of instrument has little functionality for the average ham, so they can often be found at give away prices. A couple years ago our local radio club had one donated and at the following auction...after a LOT of brow-beating....some one finally bought it for 50 cents.

There is also a VHF/UHF version, covering from approximately 20 MHz (?) to 1,000 MHz. I believe this was the BC-321. I don't recall seeing a navy version though.

73 de Jack

From boatanchors@theporch.com Sun Apr 2 21:16:57 1995  
Date: Sun, 2 Apr 1995 18:43:07 -0500  
Message-Id: <Pine.3.89.9504021942.A22640-0100000@grog>  
From: GALBRAITH CHRISTOPHER <99galbra@lab.cc.wmich.edu>  
Subject: Viking II 6AQ5 mod info?

Howdy gang,

I'm not really satisfied with the audio on my Viking II and heard of a fairly straight forward (also easily reversable) mod to replace the second 6AU6 amp with a 6AQ5.

>From the little I know of this mod, you basically rewire the mini socket for the 6AQ5 and replace the stock driver transformer with a beefier unit. This one sounds desirable as that 6AU6 doesn't seem to produce much in terms of robust audio.

Does anyone have detailed info on this? It may be in old ERs--unfortunately I have to buy next semester's books b'for I can afford back issues :) I only wish there was a course on vintage ham gear-hee hee.

Also, if anyone's done this mod, is there an available driver transformer such as one sold by AES?

73 and thanks for any insight,  
Chris KA8WFC

p.s. I'd gladly pay for any copy costs of text stuff, or trade with copies of any lit. I have!